Public Input Meeting

June 19, 2018

3rd St. SE Bridge Project

PID 91972 GP 1167

Project Team

Project Administration Team

Overall Project Development –

Canton City Engineering Dept. (330-489-3381)

Corey Jones – City Engineer/Project Manager

Design Consultant – Richland Engineering Limited (REL)

Pat Schwan – Project Manager

Technical and Financial Oversight – ODOT

Jon Hunt – Project Manager

Jeff Cutler – LPA Coordinator

Brian Peck – Project Environmental Coordinator

Park Coordination – Canton Parks

Doug Foltz– Director

Dan Kunz – Assistant Director

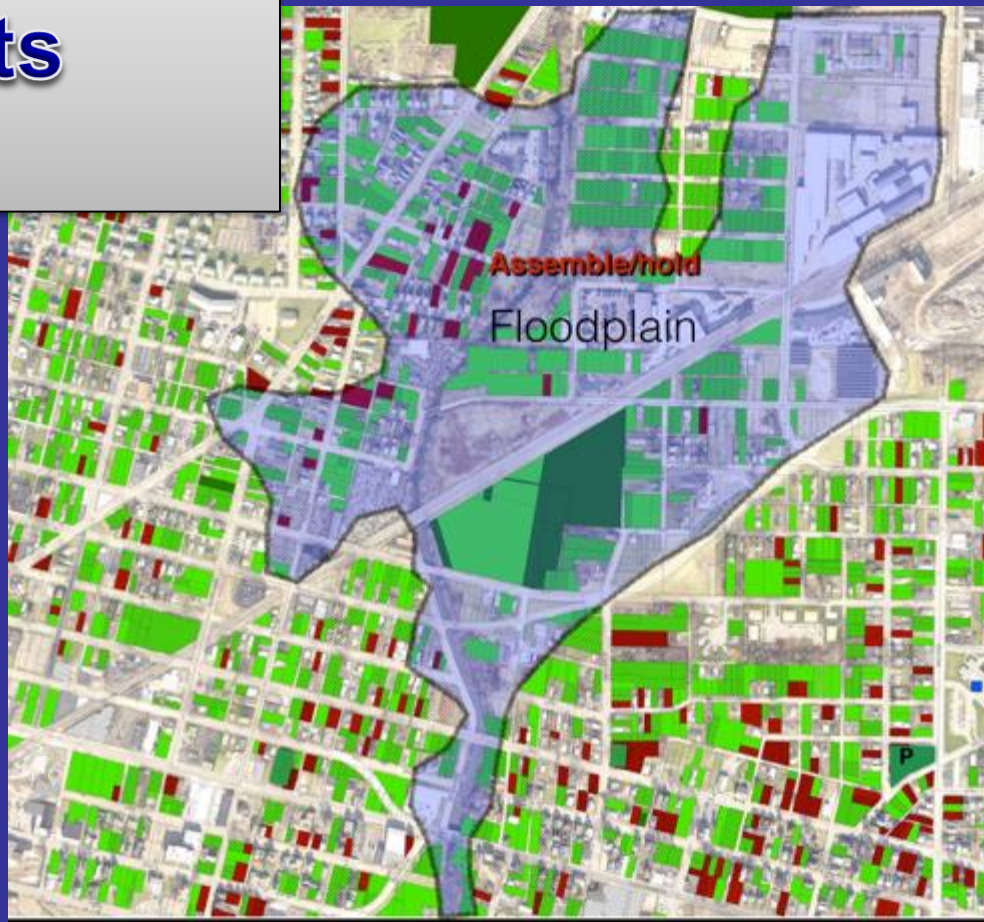
Project Background

Project Evolution

2009 Annual inspection and load rating problems
2011 Applied for/awarded $458,000 for rehabilitation
2012 Hired REL to perform design/ structure type study
2012 Identified cost: Full Rehab = $860,000
Full Replacement = $1,402,000
2014 Applied for additional grant funds from ODOT, SCATS, and OPWC and did not receive any.
2016 Comprehensive Plan recommended restoring flood plains and eliminating redundant infrastructure.
2017 Evaluated location for bridge removal
2017 Recommended for bridge removal and new ped bridge.
Cost estimate = $500,000
2018 Detailed design, project development, right of way
2019 Project construction

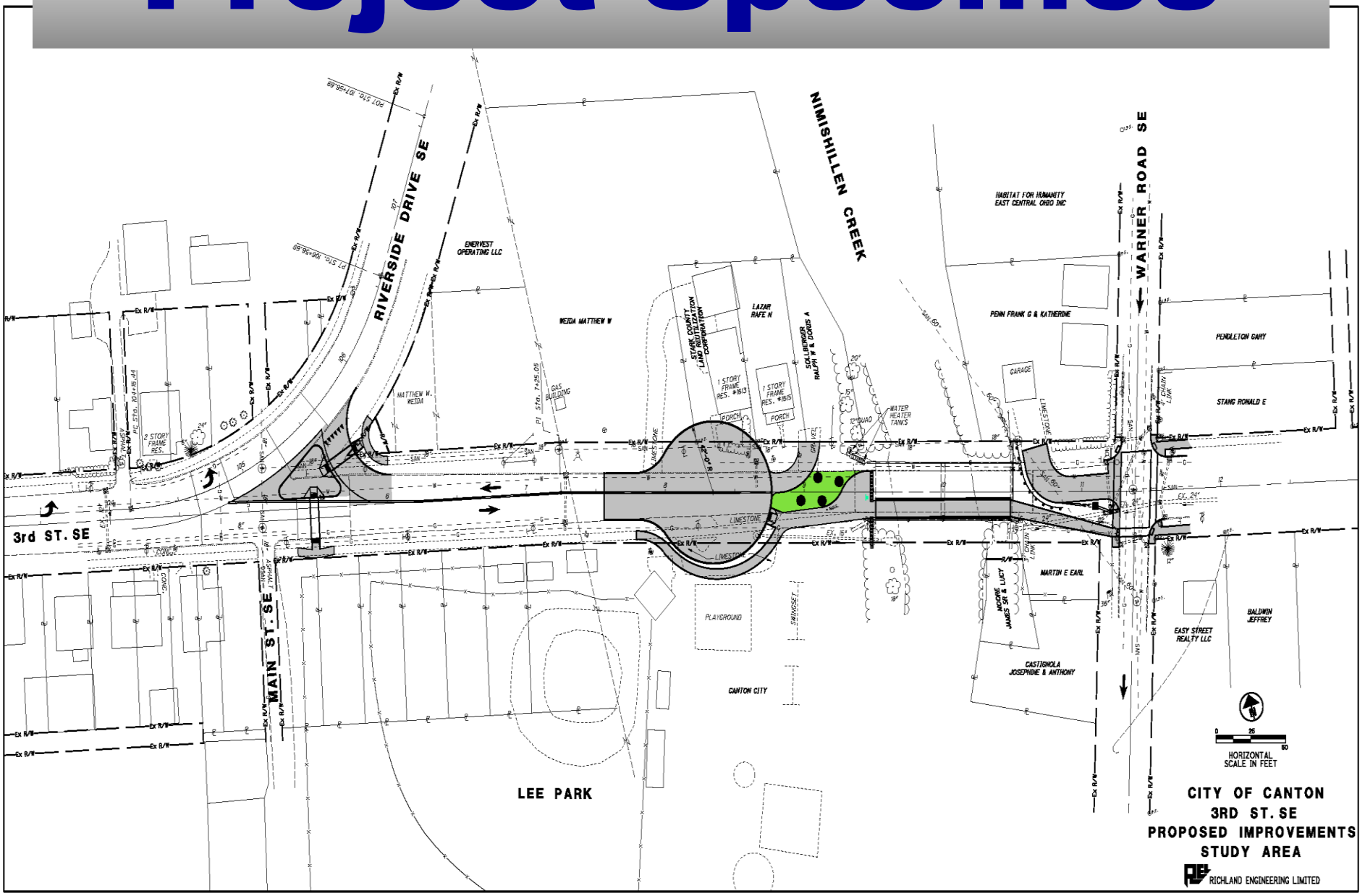
City Comprehensive Plan

- Revitalize neighborhoods
- Enhance core assets
- Clean and green

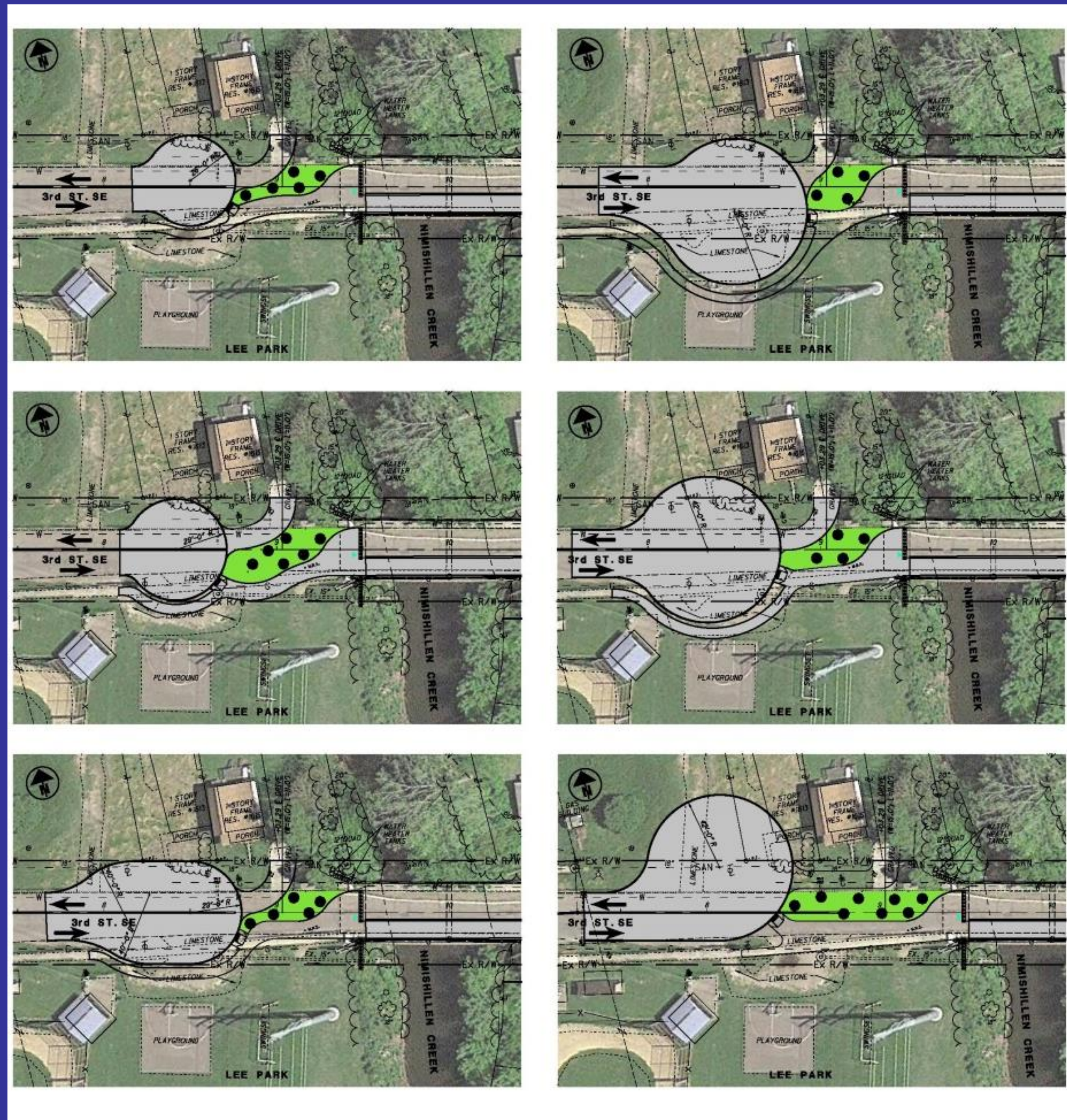


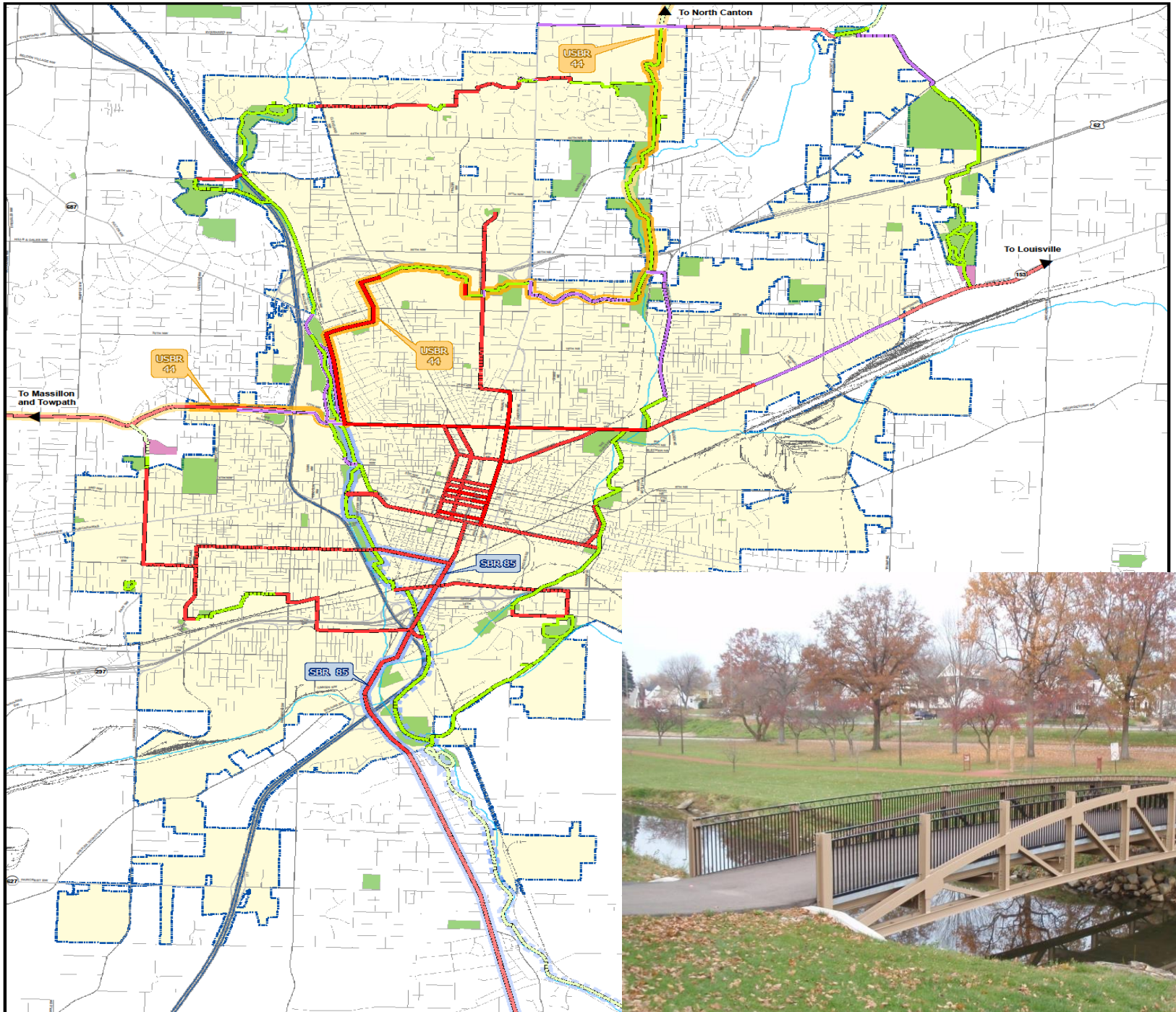
Proximity of Bridges

Project Specifics

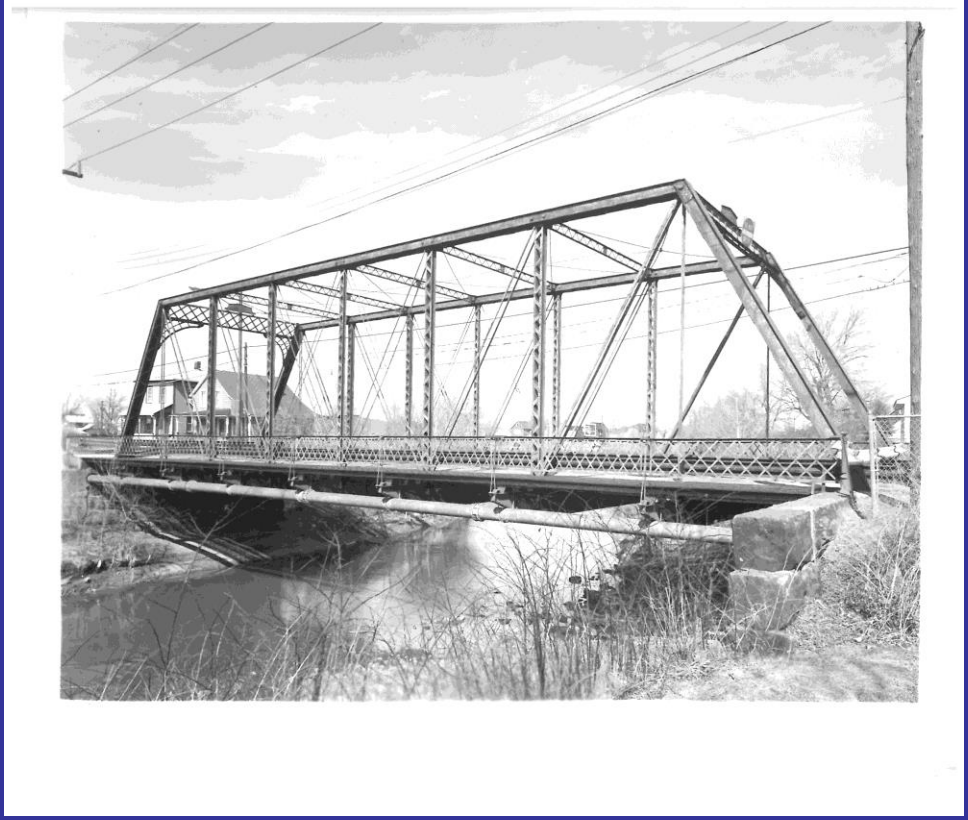


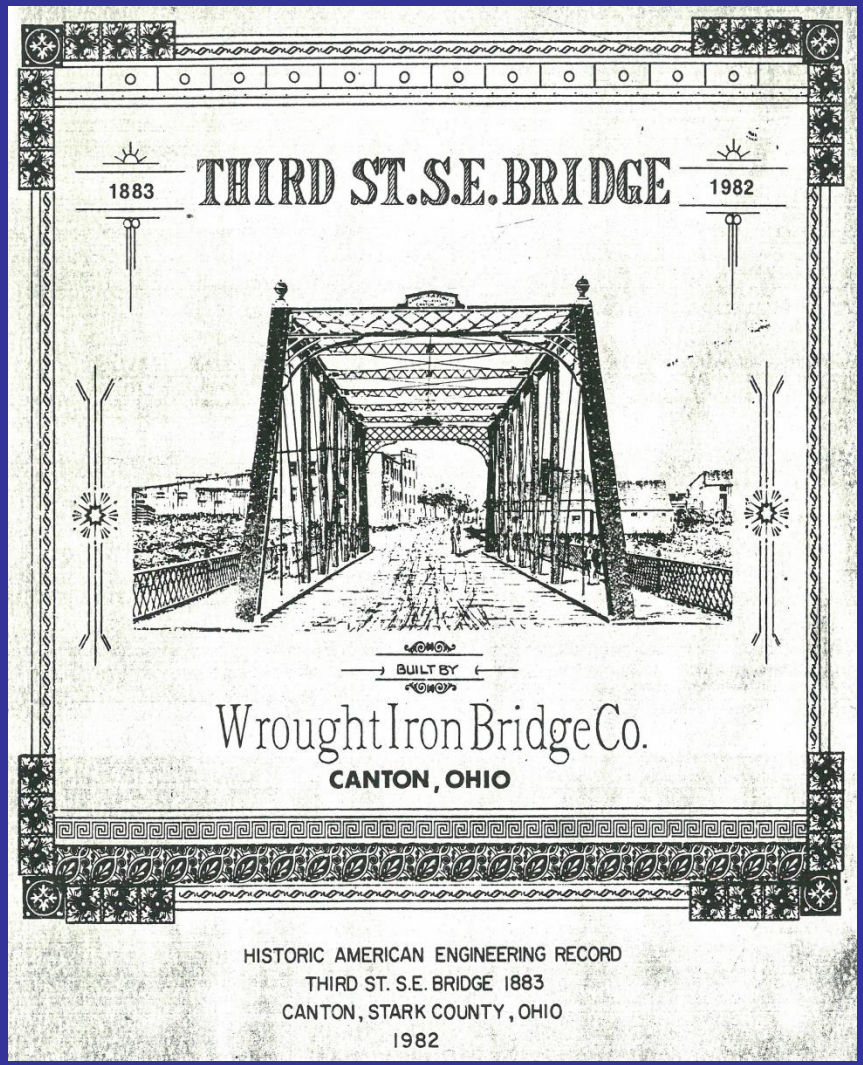
Cul-de-sac options




To North Canton
USBR 44
USBR 44
USBR 44
To Massillon and Towpath
To Louisville
SBR 85
SBR 85

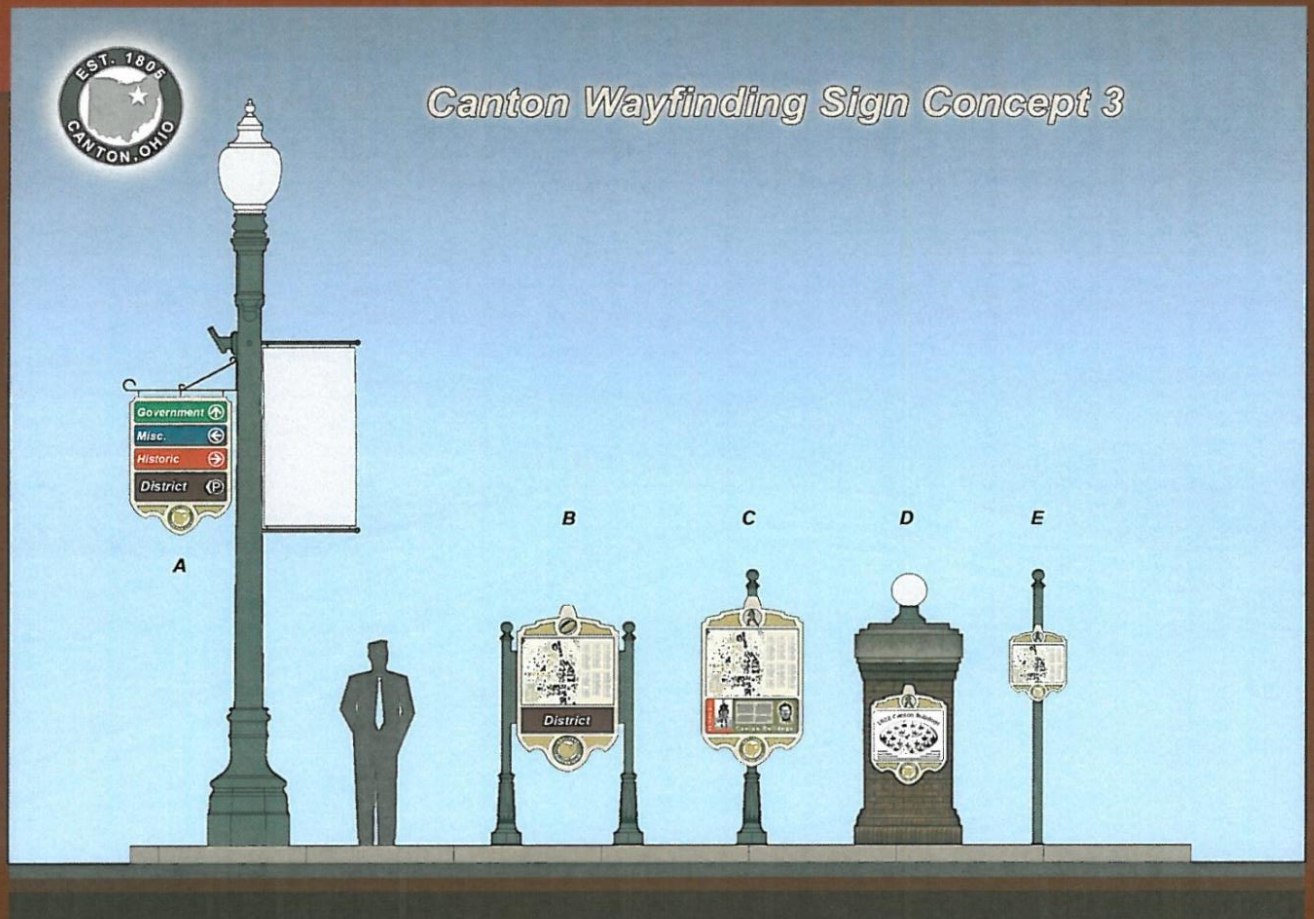
Historic Bridge Location





Wayfinding/branding

Concept



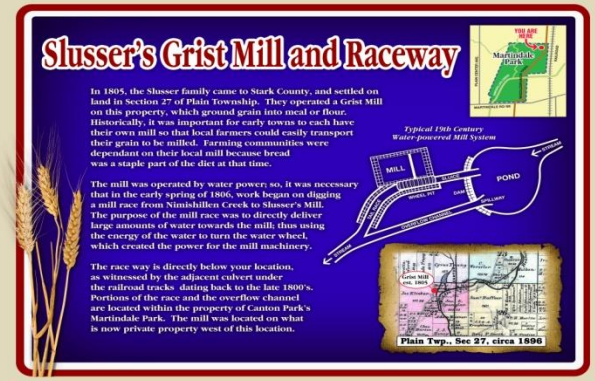
Telling Our Story

Slusser's Grist Mill and Raceway

In 1805, the Slusser family came to Stark County, and settled on land in Section 27 of Plain Township. They operated a Grist Mill on this property, which ground grain into meal or flour. Historically, it was important for early towns to each have their own mill so that local farmers could easily transport their grain to be milled. Farming communities were dependant on their local mill because bread was a staple part of the diet at that time.

The mill was operated by water power; so, it was necessary that in the early spring of 1806, work began on digging a mill race from Nimishillen Creek to Slusser's Mill. The purpose of the mill race was to directly deliver large amounts of water towards the mill; thus using the energy of the water to turn the water wheel, which created the power for the mill machinery.

The race way is directly below your location, as witnessed by the adjacent culvert under the railroad tracks dating back to the late 1800's. Portions of the race and the overflow channel are located within the property of Canton Park's Martindale Park. The mill was located on what is now private property west of this location.



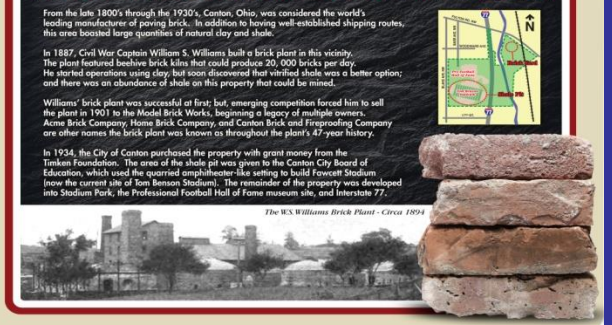
The Williams Brick Plant

From the late 1800's through the 1930's, Canton, Ohio, was considered the world's leading manufacturer of paving brick. In addition to having well-established shipping routes, this area boasted large quantities of natural clay and shale.

In 1887, Civil War Captain William S. Williams built a brick plant in this vicinity. The plant featured beehive brick kilns that could produce 20, 000 bricks per day. He started operations using clay, but soon discovered that vitrified shale was a better option; and there was an abundance of shale on this property that could be mined.

Williams' brick plant was successful at first; but, emerging competition forced him to sell the plant in 1901 to the Model Brick Works, beginning a legacy of multiple owners. Acme Brick Company, Home Brick Company, and Canton Brick and Fireproofing Company are other names the brick plant was known as throughout the plant's 47-year history.

In 1934, the City of Canton purchased the property with grant money from the Timken Foundation. The area of the shale pit was given to the Canton City Board of Education, which used the quarried amphitheater-like setting to build Fawcett Stadium (now the current site of Tom Benson Stadium). The remainder of the property was developed into Stadium Park, the Professional Football Hall of Fame museum site, and Interstate 77.



Reifsnyder Park

Storm Water Treatment Wetlands

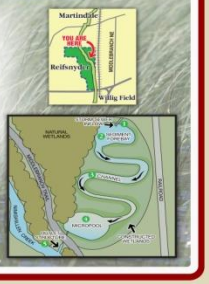
What is a wetland and why are they important?

A wetland is an area frequently inundated or saturated by water, and contains certain vegetation adapted for saturated soil conditions. They are commonly called swamps, marshes or bogs. Some are natural and some are constructed – the Reifsnyder Wetlands are both.

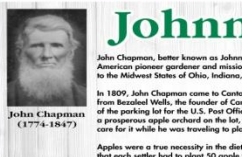
The constructed portion of Reifsnyder Wetlands was done to help purify polluted discharges from the storm sewer before ultimately entering into the creek. In addition, wetlands reduce flooding by holding storm water much like a sponge, which helps keep river levels normal. Aquatic plants in a wetland help provide erosion control by slowing the flow of water. Wetlands provide nutrients through vegetative matter into surrounding waterways, feeding aquatic life, and rejuvenating habitats. It also cleans the water by filtering out sedimentation, decomposing matter, and converting chemicals into a useable form. Wetlands directly improve surrounding ecosystems, and are often referred to as "nature's kidneys".

Components of the Reifsnyder Wetlands:

1. **Storm Sewer Inflow:** Directs storm water runoff into the wetland from upstream storm sewers.
2. **Sediment Forebay (or Settling Basin):** This pool feature slows down water, removing sediments and pollutants from storm water runoff, thus beginning the process of purification. It can also provide conditions for proper pH adjustment.
3. **Wetland Channel:** The next step in water quality treatment; the channel is home to dense natural vegetation such as willows, reeds and cattails, which slow down the water flow, allowing for more settling of sediment and for biological uptake by plants and microorganisms.
4. **Micropool:** The last step in water quality treatment; its major function is to trap and control any re-suspended solids and floatable debris so as to prevent clogging of the wetland's outlet structure.
5. **Outlet Structure:** This structure controls the wetland's water level and flows, thus releasing purified water into the creek.



Johnny Appleseed



John Chapman (1774-1847)

John Chapman, better known as Johnny Appleseed, was an American pioneer gardener and missionary who introduce apple trees to the Midwest States of Ohio, Indiana, Illinois and Pennsylvania.

In 1809, John Chapman came to Canton, Ohio, and purchased Lot 195 from Bezaleel Wells, the founder of Canton. (This lot is now the present site of the parking lot for the U.S. Post Office.) Chapman planted and established a prosperous apple orchard on the lot, and had neighboring farmers care for it while he was traveling to plant other orchards.

Apples were a true necessity in the diets of settlers, and so the law stated that each settler had to plant 50 apple trees within their first year in a new area. Chapman had such foresight of where new settlements would be that he would go and establish orchards before new settlers arrived. New settlers could then purchase the saplings on credit or by barter to fulfill their tree obligation.

Chapman would circle around to Canton (and each of his orchards) about every two years to collect his share of profits. These profits would be used to purchase more land for orchards, for apple seeds, and to purchase religious materials to be left with the families who offered him shelter.

1966 U.S. Postage Stamp

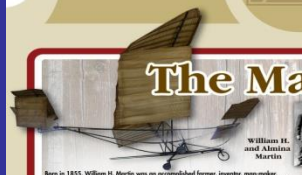
West Lawn Cemetery

In March, 1859, local prominent citizens gathered at the Courthouse to form the Canton Cemetery Association, each pledging $50 towards the purchase of land for a new graveyard. The original name chosen was Canton Cemetery, but was changed to West Lawn in 1861 when it became incorporated. The first burial was on January 1, 1861, and it is still an active cemetery, now covering 67 acres.

This property is best known for being the original burial site of U.S. President William McKinley. However, many of the most prominent and influential people in Canton's history and Stark County's history are also laid to rest here.

Cemeteries have always been considered a place of reverence and respect. However, they were also once considered a place of quiet recreation. In its early years, West Lawn Cemetery was a popular place for families to spend a quiet Sunday afternoon with a picnic or a leisurely stroll.

The Martin Glider



William H. and Almina Martin

Born in 1855, William H. Martin was an accomplished farmer, inventor, map-maker, school director, and County Surveyor. But his true passion was his belief that man could fly.

In 1886, Martin designed and built a mini-model for a monoplane (or single-wing) glider. He presented his design before the New York Aeronautical Society in 1900, demonstrating his flying mini-model.

The full-sized glider was built in 1908 inside of the family barn. Its first flight was on January 12, 1909, on the property of the Martin farm. Without an engine, the glider had to be towed into flight by the family's farm horse. Martin intended to obtain a motor for his plane, but was not able to secure the necessary funding. After Martin gently landed his first test-flight, his wife, Almina, took the seat, and became the first woman ever to fly a heavier-than-air machine.

This monoplane was the first of its type to be successful in the world, and its design laid the groundwork for future modern airplanes in both aeronautical design and safety. Twenty years after the glider was successfully flown, William H. Martin offered it to the Smithsonian Institution, where it was displayed next to Lindbergh's "Spirit of St. Louis". The McKinley Museum now owns the Martin Glider, and it is displayed at the MAPS Air Museum at the Akron-Canton Airport .

The Martin's barn, believed to have been built during the Civil War, eventually fell into disrepair and collapsed. In 1947, the Wasik family dragged the best timbers from the Martin barn-site to their property at 2560 -20th Street N.E. They used the timbers to build their own barn/garage, and it is still standing today. The property is now owned by Canton City.

Public Input Process
Due date: July 27th, 2018

General Questions?
Individual Questions?

Thank you!